

walked long miles to their homes. Thousands slept in Manhattan hotels rather than risk a journey into the borough across the river, which becomes a trackless jungle to its oldest inhabitant when the trolleys cease to roll.

Large Crowds Tramp Bridges.

All through the evening unbridled crowds tramped across the promenade of the four bridges. At all of the Manhattan terminals were other crowds waiting hopefully for a friendly lift from a motor car. At the Brooklyn stations of the Interborough and the Long Island the same scenes were repeated. The Brooklyn streets were jammed with trucks converted into jitneys, sight-seeing buses and taxicabs speeding like mad to gather all of the fares who waited.

Reports from about Brooklyn last night to the effect that a large force of strike breakers would be imported. This was vigorously denied at the company's offices. It was stated there that with the men who remained loyal and the extra men already on the company's rolls there would be hands to operate every car which the police will protect in the morning.

Union officials are cautioning their men to refrain from violence. But yesterday proved that the caution is not being obeyed. The strikers are undoubtedly the hotheads and the youngsters of the company's employees, many of them foreigners and many of them discharged soldiers. At the meeting at which the strike was ordered Tuesday night they took things in their own hands and whooped it up to a strike vote as soon as word came from Mr. Garrison that he would not treat with the Amalgamated Association of Street and Electric Railway Employees as such.

More Serious Trouble Predicted.

With the road actually paralyzed, as it was last night, these men will gain many sympathizers and serious trouble is predicted for this morning, despite the police protection. The company officials are determined to fight the strike out. Mr. Garrison said yesterday afternoon that he had reported his every step to Federal Judge Julius M. Mayer, legally the custodian of the bankrupt property, and that Judge Mayer had approved of everything he had done. The problem of the unionization of New York city traction employees has always been a tough one. The owners of the company are determined that it will not be solved to their disadvantage now.

Some threat was made yesterday that the other employees, affiliated with the railway brotherhoods, and the unorganized employees of the Manhattan lines would join the Brooklyn strikers. No confirmation of this report could be obtained from any credible source last night, however. The brotherhood men are working under contracts which they are not expected to violate. The non-union men in Manhattan have shown no desire to stir up a controversy now.

Men Who Were Not Affected.

Even the motormen of the rapid transit lines in Brooklyn, the trolley and signal men and the powerhouse employees in that borough were not affected by the strike. They are all affiliated with the railroad brotherhoods.

Mr. Garrison put the whole situation up to the city authorities yesterday. It was not, however, until conditions had reached a stage of desperation last night that they responded to his request. "I have no intention of appealing to anyone except the constituted authorities of this city," he said when asked if any steps for State or Federal protection had been taken. "I will make no further appeal until I find that the city authorities are bankrupt of power to protect us and the public."

The final step of the system came with unexpected suddenness last night. Several cars with policemen on the running board had been started from various outlying stations and had made their way without incident through a storm of hoots and jeers. Three of the "hobble" type were started from the Flatbush avenue station with inspectors at the controllers and policemen on board. One inspector had his wife as a passenger and one car had a woman conductor.

The first of the cars was allowed to pass Church and Flatbush avenues unmolested. The first car was allowed to pass unmolested, but the crowd swarmed onto the trolley and pulled it off the pole of the wire and snapping it into the air. Some one else tampered with the air supply and the car was sent back to the barn.

The third car was in charge of Inspector Joseph Welch, who had his wife on board. As the crowd rushed the car the police rushed the crowd. The conductor faintly and when his heels cleared up there were a half dozen broken heads about the tracks. John Callahan was arrested for cutting the trolley rope.

While this was going on William S. Mendon, assistant general manager; C. R. Menessey, vice-president, and William Siebert, superintendent of surface operations of the B. R. T., were in conference at Brooklyn Police Headquarters with Borough Inspector Thomas H. Murphy, Chief Inspector Daley and all the district inspectors.

When he left the meeting Mr. Siebert said that service would be suspended at 9 o'clock on the advice of the police. "We will make a thousand runs in the morning in the police will protect them," he said. "We usually operate about 1,500."

A short time later this formal statement came from the company's offices: "At the suggestion of the Police Department and for reasons of safety the operation of all lines, subway, elevated and surface, will be shut down beginning at 10 P. M. and remaining closed until 5 A. M. at which time only those cars having policemen on them will go out."

It was stated that the Police Department, already busy with 112 little strikes in Brooklyn, could not supply the men for duty last night, but will have them in the morning.

Hyman Promises Police Aid.

The exchange of letters between the Mayor and Mr. Garrison resulted in a promise of a policeman for every car operated on the B. R. T., came late in the afternoon, after the strikers had succeeded in reducing the service to a shadow of its rush hour level. Mr. Garrison averred that he could run the cars if he had the police protection and the Mayor replied that he would give him the police protection if he could run the cars.

CONFIDENCE

To thoroughly enjoy a meal one must be confident of its quality.

Confident that the food is pure and wholesome—

Confident that it has been handled in a sanitary way—

Confident that it is properly prepared and cooked.

A patronage of fifty million meals a year is the public's seal of confidence in the CHILDS restaurants.

Coffee—the national beverage—richer, purer, sweeter, mellow, creamy.

with Commissioner Knight, and the arrangements in Brooklyn were put under the command of Chief Inspector John Daly. He rushed 500 more patrolmen from Manhattan to Brooklyn, and by 7 o'clock the force of the police protected cars were beginning to move.

When he read to the newspaper men the letter he was sending to Mayor Hyman, Mr. Garrison said: "I have been informed that there are 10,000 policemen available in Brooklyn and that there are many thousands of the men on reserve in the police stations and at various strategic points. They won't do any more good there in preserving order on the lines than the allied armies in Europe. We must have a policeman on each car."

Garrison's Letter to Mayor.

MR. DEAR MR. MAYOR: Since writing you this morning I had an interview with Deputy Police Commissioner Porter in the presence of Inspector Murphy. The Commissioner stated that he intended to afford adequate police protection to prevent disorder and protect the operation of cars. The difficulty with the situation is that holding the police in reserve in the station houses or elsewhere or placing some policemen here and some there does not afford adequate precautions against disorder or any protection to the operation of the cars. Disorder is continuing and growing more numerous and intimidation is driving more of our men into the car barns with their cars, not being willing to run again unless assured of protection.

"It is out of the question for the police authorities, even if they have the entire force at their immediate disposal, or if they have the number of men of the entire force, to patrol the many miles of streets through which cars run. The programme adopted by the disorderly element is to place a car in front of a car here and a car there—cut the trolley pole ropes, and in other instances doing things which prevent the operation of the cars, and threatening the men in charge with personal violence if they continue to operate, and in some instances men in charge of cars have been assaulted."

"The source of attack in each instance is a car and the place of attack is any place along the road upon which such cars travel. Disorder is created by attacks made on cars and the men in charge. The place to quell the disorder and to protect the public and the operation of the transportation system is where the disorder is, and that is where the car is, its presence elsewhere is futile. "I am fully convinced that unless something effective is done, and done promptly, the situation will get worse and New York city will suffer the humiliation of being in the hands of an irresponsible and disorderly element and out of the control of the city authorities. The only adequate measure of protection is the presence of the police at the place where the place of trouble. There is the place of trouble, and business is to suppress disorder, protect threatened property and maintain the rule of law and order."

"I am apprehensive of the situation to-night. I do not feel justified under the circumstances to subject the men and the public to the risk of the operation of the cars without adequate effective police protection. The presence of the police on the cars is the only adequate protection. "Unless, therefore, you can arrange for such protection before tonight I shall be obliged to suspend operation. I will, I am sure, appreciate any necessary prompt hearing from you."

"LINDSEY M. GARRISON, Receiver."

Hyman's Reply to Garrison.

To this the Mayor replied: "DEAR MR. GARRISON: I received from you at 4 o'clock to-day a letter requesting that a police officer be stationed on every car that you are prepared to operate on the lines of your company, and notifying me that unless such protection was granted you would be compelled to discontinue service by tonight. This communication followed one received a short time before in which you requested protection."

"When I received your first letter I immediately conferred with the Police Commissioner, and he informed me that he had already taken care of the situation. On receipt of your second letter I called you on the telephone and you advised me that 1,500 men would be required for the purpose of placing a policeman on each car. I have directed the Commissioner not to place the protection that you last requested be immediately furnished. The Police Commissioner has instructed Chief Inspector Daly to confer immediately with you and provide the men required."

"It was brought to my attention yesterday afternoon that there was liable to be a strike on the transit lines in Brooklyn. I conferred with the Police Commissioner and he informed me that he had already made preparations to take care of the situation, and that the travel on the lines would not be interrupted by any violence. The Police Commissioner reports to me that there has been no disorder to-day, and that the situation has been quiet on the transit lines."

"The newspapers this morning reported that you declined to meet a committee of your employees, and the present situation is a result of much refusal to suggest to you that it would be better to take a more conciliatory attitude and meet a committee and see if the points in controversy could not be settled by consultation in the interests of the general public."

JOHN F. HYMAN, Mayor."

Metal Strike Inquiry Opens.

ROME, Aug. 6.—The State Industrial Commission, which for two days has been endeavoring to bring about a settlement of the two months old strike of 10,000 metal workers, having failed in its efforts, to-day began an inquiry as to the causes of the strike, wages paid and the like. The full commission is sitting, with Chairman John Mitchell presiding.

BRIDGE CROWDS SMASH RECORDS

Continued from First Page.

ried across the bridge during the rush hours could not be obtained last night, but it was said by different starters at the bridge that the lines did at least a third heavier business than usual and that it might have been twice as heavy as usual.

The B. R. T. subway trains to Times Square and to Chambers street ran infrequently after 4 o'clock. At 6 o'clock traffic officers stationed near the Manhattan approach of the bridge consulted their watches and voiced the opinion that traffic on those lines had ceased. It had been forty-five minutes since a train going in either direction had crossed the bridge.

Street Approaches Jammed.

At all times during the three hours rush there were lines of motor vehicles extending up and down the Bowery and to the east and west on Canal street as far as one could see. During the temporary halts of a few seconds in the traffic it was learned from occupants of passenger automobiles that in many instances Manhattan business men living in Brooklyn had telephoned for their cars to meet them. In most instances these business men carried girls or men factory hands to the city.

Drivers of motor trucks and those riding on them shouted the information that "the boss" had ordered the trucks to take his employees home. In scores of cases this was apparent, for the big trucks were provided with benches, chairs and even plain board planks for the passengers. Those in which the passengers had to stand on the roof were not uncommon.

In the procession there were ordinary touring cars—five passenger cars and even passenger cars—carrying to Brooklyn from six to twenty persons each—red and white and yellow rubberneck autos with seven and eight seats and carrying from 30 to 40 or more passengers. Motorcycles without side cars, racing cars, moving vans, live chicken trucks and delivery vehicles of every kind and painted every color of the rainbow.

Even the motorcycle side cars were made to carry two and three and in some instances four passengers. Every vehicle that crossed the bridge ended to the springs, excepting a little white racing car which carried only three passengers. The third passenger, a young woman, sat on the hood of the machine, leaning forward. To onlookers her position appeared perilous, but she didn't seem to mind it. Some of the motor trucks and vans that crossed the bridge were loaded with the crowd of the American Car Company, J. E. Line Paper Company, Seemon Brothers, Hungerford Brass and Copper Company, American Railway Express and United Clear Store Company. The crowds on all the trucks seemed in a sort of holiday mood and when a crate from a truck of live chickens was thrown from the truck, it crashed to the street, halting traffic for an instant and freeing the chickens, there was much sport made of the occurrence.

Crowds in Good Humor.

The driver of a motor truck load of large Messina lemons had to stand for numerous jokes when a crate of the fruit crashed to the street and when a minute later the truck refused to move up the steep incline to the bridge approach. He was quickly hustled out of the line and the traffic continued on its way.

Occasionally the engine of a car would stall, halting traffic. The police quickly got on cars started or out of the way.

At 4 o'clock when the rain started to fall it dampened the spirits of the open truck riders considerably. Girls on the open trucks saved the day. They jostled and pulled and managed to raise above the heads of their fellow passengers umbrellas and parasols which had theretofore been concealed. One one motor truck alone was noticed with green, one blue, four black, two red and two purple umbrellas and parasols sheltering the riders.

Conditions much similar to these prevailed on the Williamsburg Bridge, where the traffic police said they had never seen such crowds of pedestrians and traffic on the structure. The Franklin Avenue bridge, however, did not have the same traffic. The B. R. T. were not running, and persons who ordinarily went home on these cars had to get there in every other conceivable way.

The only surface cars crossing the bridge were the bridge locals, operated by the Bridge Operating Company and the elevated cars, and the few downtown lines of the New York Railway Company. All of these lines carried enormous crowds. The trains on the elevated lines ran at reduced speed, and when they did pull into the Essex street station was so crowded with people from the Bowery terminal that it was impossible for any more to get on.

Ferries Stormed BY BROOKLYNITES

Crowds Stand Hours in Rain to Get Aboard.

When the strike began to make itself felt in the Broadway subway, operated by the Brooklyn Rapid Transit Company, early last night the revving crowds that had been waiting for the infrequent trains only to see them go by packed to the guards, pushed out of the Times Square, the Thirty-fourth and the Fifty-seventh street stations and bottled for the Interborough lines, adding to their already heavy traffic. The Interborough's Brooklyn trains were jammed. Many who could not get hanging room in the cars at the downtown stations made their way on foot, in taxicabs, wagons and street cars to the foot of Whitehall street, where thousands stood in line to board the ferries bound for South Brooklyn and Bay Ridge. The Atlantic and Hamilton avenue ferries were less crowded.

A great number of the downtown workers flocked to South street in effort to get to South Brooklyn and Bay Ridge over the Thirty-ninth street route. Men and women were standing four abreast on the stair steps, and the line extended back into South street and into lower Whitehall street. It was well into the night before the crowds began to diminish, even though an extra ferryboat was put into commission on this route.

Ferries Call Convention.

CLEVELAND, Ohio, Aug. 6.—Three hundred local chairmen of the Brotherhood of Locomotive Firemen will meet here August 12 to discuss wages and working and living conditions.

300 Automobiles Stolen Every Month!!

(Newspaper Caption)

If you decide to purchase a second hand automobile, be sure to require a bond to be given by the seller guaranteeing his ownership of such automobile. Call upon us for particulars and save yourself a possible loss and much annoyance.

If you buy a stolen automobile the REAL owner can claim it and YOU lose!

NATIONAL SURETY COMPANY

115 Broadway

World's Largest Surety Company

CAPITAL AND SURPLUS OVER NINE MILLION DOLLARS

We Sign all Kinds of Surety Bonds

RUSH HOUR JAM AT BROOKLYN BRIDGE

Vehicles of All Kinds Used to Transport People Across East River.

At the Manhattan end of the Brooklyn Bridge and along Park Row the congestion resulting from the carmen's strike made itself evident just after 4 o'clock, when the first of the rush hour crowd appeared. After that hour only two trolley cars left from the loops under the main deck of the bridge—a solitary Bergen street car at about 5 o'clock and a Putnam avenue car a half hour later. The bridge locals, however, maintained a fairly constant service and they were jammed with homebound Brooklynites who hoped to find surface cars running at the other end.

Upstairs the entrance of passengers to elevated platforms was regulated so that they were not crowded beyond capacity at any time, but the service was slow and interrupted and became worse as the afternoon wore on. No Culver trains were operated across the structure during the afternoon. Hundreds of trucks and drays of every sort and size, horse drawn and motor power, were pressed into service as passenger vehicles and their drivers did a thriving business at rates which varied greatly, but were always substantially higher than the B. R. T. nickel fare. The usual stream of private automobiles, many of them with two or three passengers, thrived in the normal times had come from their homes yesterday morning in the early part of the afternoon, but they were jammed during the afternoon.

Pick Up Passengers Anywhere.

The police allowed vehicles to stop to long passengers at almost any point along Park Row or at the end of the bridge, so that it was not long before the vehicles, including the Second and Third Avenue surface cars, were badly backed along Park Row all the way to Broadway. Extra details of traffic police were on hand and they kept the long line of cars, motor cars and drays from backing up. Occasionally a limousine bound for the regions beyond the East River would stop and the solitary occupant would throw open the door and get out, leaving the car to stand in the waiting crowd, but for the most part the homebound crowd were glad to get the front seat and the ferryboat in the body of some van or delivery wagon.

The number of pedestrians on the bridge was greatly increased and from 2 o'clock on the promenade was crowded from one rail to the other. Until the rain began at about 5:30 o'clock more persons crowded the structure by that method than were transported on the surface cars and elevated trains.

Lewis Nixon, Public Service Commissioner, visited the B. R. T. terminal in the Municipal Building at the height of the rush hour and found considerable congestion, but no disorder. He expressed surprise when told that the cars had been ordered stopped, but said that it was probably in line with the intention of Receiver Garrison that he would shut down operation of the lines unless the city granted police protection.

Can't Find Official in Charge.

Mr. Nixon tried to get in touch with the official in charge of the terminal but failed to find any one who would admit that he was responsible for carrying out the order. After the sale of tickets stopped most of the crowd left for the East Side subway.

The extra policemen who had been ordered to duty on the bridge platform had little to do in the way of maintaining order although they were kept busy trying to answer the questions of persons who desired to reach their homes in Brooklyn by the ferryboat. Unfortunately most of the policemen stationed at the bridges were from the upper Manhattan precincts and knew little of Brooklyn or the possible routes thither. Even the layout of the terminal itself and the various cars and trains which departed from that point were beyond the knowledge of most of the patrolmen on duty and they were frequently obliged to confess their ignorance.

CARMEN ACCEPT 56 CENTS.

Providence Strike Is Ended by Wage Compromise.

PROVIDENCE, Aug. 6.—The striking street carmen to-day voted to accept an offer of 54 cents an hour and a nine hour day offered as a compromise at a conference between the receivers of the Rhode Island Company and the officials of the union.

Offers Use of Hearse to Carry Homegoers

AN enterprising undertaker, who took the precautions to remove his name from his automobile hearse, stationed himself in the great jam of vehicles about Brooklyn Borough Hall, and offered a "comfortable ride" to "any part of Brooklyn" for \$1 in his vehicle. He seemed serious in his endeavor to get a "fare," but the best he got was a laugh from those he approached. The undertaker remained about the vicinity for two hours and finally gave up in disgust.

MANHATTAN ALSO MAY FACE STRIKE

Carmen's Union Officials Hint at Attempt to Extend Walkout.

Officials of the Amalgamated Association of Street and Electric Railway Employees of America indicated yesterday that they may attempt to follow up their initial success in the Brooklyn Rapid Transit strike with efforts to tie up all the surface, subway and elevated lines in Manhattan. Louis Fridiger, attorney for the striking car men, and T. P. Shea, one of the organizers of the union, both said yesterday that they have unionized under cover some sixty per cent of the men operating the surface lines in Manhattan, and about forty per cent of all the crews of the subway, subway and elevated systems.

"We can be by the ballot see that profiteering is stopped. We can be by the ballot see that gambling in food is stopped. We can be by the ballot safeguard wages where they can live and live. But if we attack our Government and ruin it we can get nothing as we may in the mad scramble of a mob."

COLUMBUS TO SHIP FOOD.

Army Supplies There to Be Sent to Ten Cities.

COLUMBUS, Ohio, Aug. 6.—Large quantities of tinned food now stored in the huge army reserve depot here will be shipped immediately to ten of the larger cities in the country for sale through the Post Office Department direct to consumers, according to orders received to-day from Newton D. Baker, Secretary of War.

The ten cities named in the telegram as distributing points for the food are: New Orleans, Atlanta, El Paso, Baltimore, Washington, San Antonio, Chicago, St. Louis and San Francisco.

Similar messages were sent to W. N. Mahon, president of the union; James Matthews, J. J. Higgins, Patrick Robney, John J. Riordan and P. J. O'Brien, organizers. Several of the union leaders yesterday declared that as soon as these organizers reach New York they will call a strike in Manhattan and try to tie up all the city's transportation facilities from Yonkers to Coney Island.

Hugh Payne, general organizer for the American Federation of Labor, said, however, that it was "too early" to talk about a strike in this borough.

"There will be no strike of the traction employees on Staten Island, according to a statement made yesterday by R. L. Rand, vice-president of the Richmond Light and Railroad Company."

"Despite reports there will be no strike on our lines at 4 o'clock this morning," he said. "The company and the men thoroughly understand each other and there is no possibility of a tie-up. There is no friction whatever between the men and the management. A meeting between the men and the management has been held, but that was only the regular routine monthly conference, and such differences as came up were adjusted."

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MUSKOGON CITIZENS STRIKE.

Refuse to Pay Seven Cent Fare; Wreck Trolley Cars.

MUSKOGON, Mich., Aug. 6.—All street car traffic is suspended here to-day as a result of disorders following refusal of passengers to pay a seven cent fare. A mob of several hundred persons attacked street cars during the night, burning two of them and tipping over a score of others. Several rioters were injured when officers, traction employees and special deputies dispersed the mob.

INDIANAPOLIS, Ind., Aug. 6.—Shoppers employed at the Cincinnati, Indianapolis and Western Railroad shops here joyfully greeted the Federal Railway shopmen's strike to-day. Union officials said \$50 men quit work. Fifty shopmen at the Indianapolis Union Railroad Company shops also went on strike.

The strike spread to other cities in Indiana, according to reports received to-day. At the Baltimore and Ohio shops at Gary, Ind., 517 quit work. At Evansville 300 shopmen of the Chicago and Eastern Illinois Railroad walked out and the same number quit at the Terre Haute, Ind., shops of the Chicago and Eastern Illinois.

BALLOT TO CUT FOOD COST.

N. H. Governor Says Vote Also Can Solve Wage Problem.

KINGSTON, N. H., Aug. 6.—Use of the ballot to stop profiteering and bring about an orderly readjustment of after war conditions was urged by Gov. Bartlett in an address to-day at the celebration of the 25th anniversary of the incorporation of the town.

"Let us keep our country governed orderly by the ballot and abide by the will of the majority," said the Governor. "We can be by the ballot see that profiteering is stopped. We can be by the ballot see that gambling in food is stopped. We can be by the ballot safeguard wages where they can live and live. But if we attack our Government and ruin it we can get nothing as we may in the mad scramble of a mob."

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FIGHT IS ORDERED TO CURB PRICES

Continued on Fourth Page.

that prices charged to the consumer were not justifiable. The instructions to United States Attorneys throughout the country are as follows:

The food control act, which is still in force, in Section 6 makes hoarding of necessities as herein defined a crime and Section 7 provides that whenever necessities shall be hoarded they may be proceeded against by process of libel for condemnation. There is much complaint in the country about the extensive hoarding of food commodities. In many instances, may amount to a violation of the law. You are hereby directed to immediately employ all facilities at your command and make use of all available sources of information to seek out all dealers guilty of hoarding within the meaning of the act and to ascertain if in any other respect these provisions of the food control act have been violated in your district.

Please proceed with promptness and diligence to make a thorough investigation of conditions in your district with respect to possible violations of this law and of the anti-trust laws. Cause the arrest of warrants so that arrests are made without further instructions.

This is business of prime importance and requires your immediate personal attention. Conditions require a countrywide campaign against hoarders and profiteers and I desire the Department of Justice to use every legal means available to put an end to their activities.

Call for Joint Session.

At the same time the White House made public a letter from the President to Representative Mondell (R., W. V.), Republican floor leader in the House, asking for a joint session of the Congress to receive a message. It follows:

I am very sorry indeed that I cannot comply with your suggestion of delay in the matter of my address to a joint session of Congress. The situation which impelled me last week to ask Congress to adjourn its recess until my recommendations could be submitted is still acute. I have had under very serious consideration the proper action of the Government with reference to the high cost of living, and I feel that it is my duty at the earliest possible moment to present certain recommendations to the Congress ready for submission to Congress.

I have, therefore, asked the Vice-President and the Speaker to arrange, if possible, for a joint session for Friday afternoon next at 4 o'clock. Attorney-General Palmer said that he was not prepared to state whether action against the packers would be of a criminal nature or involving a purely civil suit for dissolution.

"But," he said, "the law in the case makes both criminal and civil action by the Government possible." The Attorney-General was not prepared to state just where and when action would be brought, but said that it would be immediate. In view of the fact that Federal Attorney Clyde H. Chicago attended the H. C. of L. conference here it is regarded as likely that the initial action will be brought in the United States District Court in Chicago.

In explanation of the formal statement Mr. Palmer said that by the combination he meant of course the five big packers, the American Cattle Company and Company Cudahy Packing Company and Wilson and Company. The case against them was prepared, he continued, by the Federal Trade Commission, and he had gone over the reports of the Federal Trade Commission for three or four months.

The men gave conscientious study in the hearing and the inquiries conducted by Francis J. Heney with respect to the inner working of all of the packer organizations.

Chairman Colver Pleaded.

Chairman Colver of the Federal Trade Commission supplemented the statements by Attorney-General Palmer with one in which he said that he was much pleased at the action taken by the Department of Justice. It was, he said, a recognition of the truth of the facts that have been brought out by the commission in a series of investigations and reports involving the meat packers and their efforts in control of production and distribution of food and their products in the United States.

Attorney-General Palmer made it plain to-day that the anti-trust laws as well as the food laws were to be brought into play by Federal attorneys in actions against all persons or corporations responsible for hiking the cost of living.

So far as hoarders are concerned the Attorney-General made it plain that they could not escape under sections of the food control act. He explained the personal view that the effectiveness of this and possibly other sections of the food control act should be extended beyond the present limitation of the coming of peace.

It is regarded as extremely likely that President Wilson will recommend to conference extension